

COLONEL NATHAN BARRETT.

[From *The Advance*, July 1, 1911.]

Colonel Nathan Barrett was a native of Maine and came to Staten Island when quite a young man. He was employed by the New York Dyeing and Printing Establishment and rose to the position of Superintendent, which he held for many years and until the year 1851, when he organized a company in Cherry Lane under the title of "Barrett, Nephews & Co.'s Fancy Dyeing Establishment." It was composed of himself as President and of some nephews who came from his birthplace in Maine. It became very successful and at one time employed four hundred hands. The Colonel was noted for his prompt adoption of any new invention which permitted the work of the concern to be done in a better manner and the establishments which he governed attained a greater fame and a larger prosperity in consequence of this practice on his part.

We have related in another column some things which the Colonel did for the public good in a special way in the vicinity of the Works at Factoryville, but he allowed no lines to govern him. He had an intelligent sense of his duty to the whole world and he gave with a liberal hand of his money and the weight of his influence to promote the success of every worthy cause. He did not mind that the cause was unpopular, if it was only right.

In his private benefactions the Colonel was equally just and liberal and many a sorrowful home was made glad by his gifts. It is said that these acts of love were usually made at night, and John, the man-servant who drove the horse before the well-laden wagon, was directed to say that the gifts were from a friend. Thus, and in a multitude of other ways, this good man made life more sweet and

beautiful for the poor who had enlisted his sympathy. There was no record of the deeds here, but he found them all recorded to his credit when he got above.

As mentioned elsewhere, when Col. Barrett laid out a part of the village of Factoryville he contributed land toward the formation of what was afterward called Castleton Avenue, and unintentionally long afterward he was the cause of a purchase by his



COL. BARRETT

concern of land which by the action of the City authorities was taken as a part of the late extension to the line of Port Richmond.

It happened that the water supply for the works of Barrett, Nephews & Co. on Cherry Lane became insufficient because of the largely increased amount of their business, and it was necessary to find water from

another quarter. Land was accordingly purchased of the Rev. Samuel White and later of the estate of John M. Post, on which there were copious springs of excellent water. This was conveyed to the Works by means of pipes laid under ground.

The ground on which the springs existed was afterward sold to the Richmond County Water Supply Company and has become a part of the late extension of Castleton Avenue, as we have stated.

Staten Island Ship Yards.

One of the greatest industries on Staten Island is ship building, and the business has long been successfully followed in Port Richmond and West Brighton. The present Congress has no less than three bills before it, all designed to further the interests of American ship building. Lewis Nixon says that with proper laws America can build ships for the world and that Staten Island has many advantages over any other one place in the country to build ships. There is no doubt that, in the near future the Kill von Kull will rival the Clyde with its shipyards and that once again American built vessels will sail on every sea. It is evident to men who look into the future that a great ship-building business is almost within our grasp.

What we have done is a sign of what we can do if the opportunity is given us. The Municipal Ferry boat "Richmond" and the Yacht Karina are two recent examples of what can be done on Staten Island. No one who has studied the subject can escape the feeling that a deep economic wrong has been done this country by the unwise laws which compel us to pay one hundred millions of dollars every year to foreign vessel owners for carrying American produce to market. These unwise laws are soon to be repealed and then a better day will dawn for Staten Island ship builders.

INDUSTRIES OF NORTHFIELD

Hum of Mills, Factories and Ship Yards of This Busy Section Make for Prosperity.

[From *The Advance*, July 1, 1911.]

The ancient village of Port Richmond goes back to the twilight of Staten Island history and in the early days was known under the names of Decker's Ferry, "Dutch Church," Ryer's Ferry, and some others.

The name Port Richmond was given by Rev. Dr. Brownlee, who was pastor of the Reformed Church from 1835 until his death in 1895, a period of 60 years.

Whatever else is in doubt, it is certain that Port Richmond was settled by the Dutch. All the old deeds at the County seat bear such names as Haughwout, Van Name, Winant, Christopher, Van Pelt, etc., names at once familiar and historic and common to this day in Holland as well as Port Richmond. These sturdy pioneers were Christians and brought their religion into their every-day life.

Records show that they had public worship and baptisms and marriages as far back as 1696, and Port Richmond Dutch Reformed Church dates from the early years of the 18th century. The place was connected by ferry with Bergen Point from the first and it goes without saying that the settlers kept up their connection with their kindred in New Amsterdam, or Manhattan.

Farming, fishing, oyster culture, and trading were the principal occupations of the people, and from these grew in the natural process of time, ship-building, manufactures, banking, and commerce generally. Each of these is worthy of a chapter by itself and ship-building even more; collectively, they show the material progress of the place, as the churches and

schools indicate the spiritual and intellectual progress.

In the early sixties, when the place began to assume considerable importance, a steam ferry to the City was installed and there was talk of incorporation. In 1866 an enabling act was passed by the Legislature, and in May, 1867, the first village election under the new charter was held. The following were elected trustees: Nicholas Van Pelt, Geo. W. Jewett, William A. Ross, Garrett P. Wright, James B. Pollock, Henry Miller Jr. Nicholas Van Pelt was chosen president and held office until his death in 1881. He

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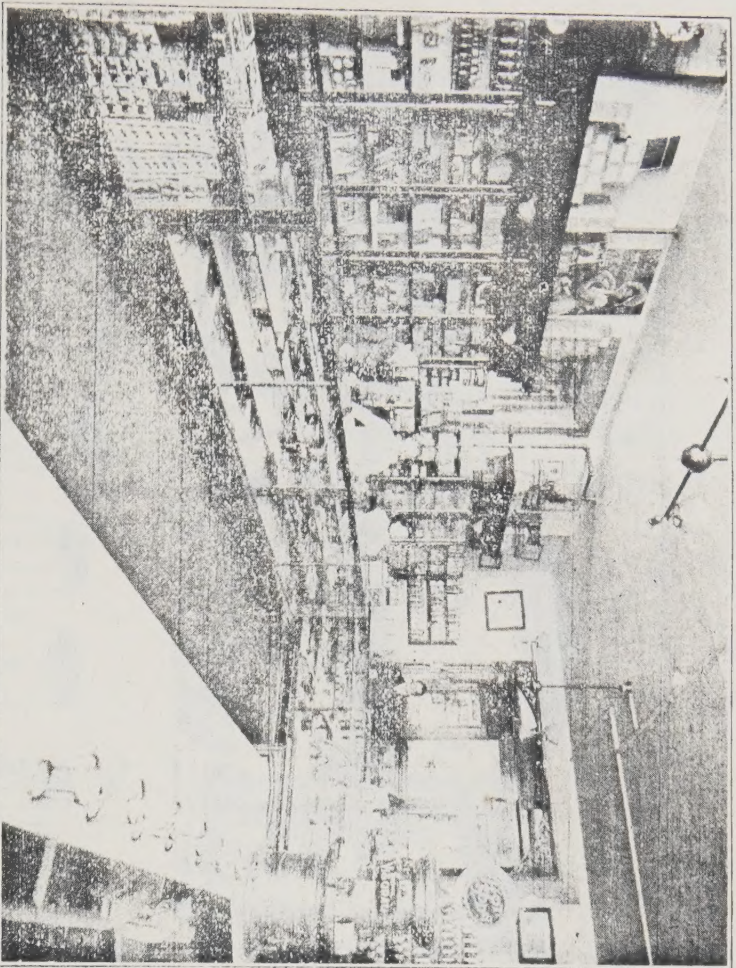
was succeeded by Garrett P. Wright, Geo. T. Egbert, Frank Foggin and David M. Van Name held the office while the village government continued. DeWitt Stafford, Esq., was clerk for many years; Frederick W. Hulsebas and Geo. H. Tredwell were his successors.

Port Richmond is the centre of travel and business for the town of Northfield, and any description of the one place must naturally include something of the other. The industries of Elm Park, Mariners' Harbor, and Lincolnville fall naturally in the category of any list of manufactures of Port Richmond.

Among the great industries of Northfield, then, may be mentioned the Milliken Brothers, Structural Steel Works, the Proctor & Gamble Soap Factory, the Cadell Brothers' Ship Yards, the Staten Island Ship Building Company's yards, the Hecker-Jones-Jewell Flour Mills, the Standard Varnish Works, the Brewer Dry Dock Company, the Dean Linseed Oil Works, Ettlinger & Sons' box factory, the Consolidated Fireworks Company, the Standard Oil Company's plant, the National White Lead Works, American Linoleum Works, Van Chief's Lumber Yards, Hygeia Ice Company, Nordlinger-Charlton Fireworks Co. and many others.

All these are employers of labor and in the aggregate pay out a large amount of money in wages, which is expended at home and gives rise to a large and ever-increasing number of shops, stores, and markets, which in turn employ help and keep the busy hum of industry in constant motion.

The Port Richmond National Bank is the outward and visible sign of the prosperity of the town, with assets of upwards of \$800,000. The Mariners' Harbor National Bank, more recently established, has resources of \$328,000.



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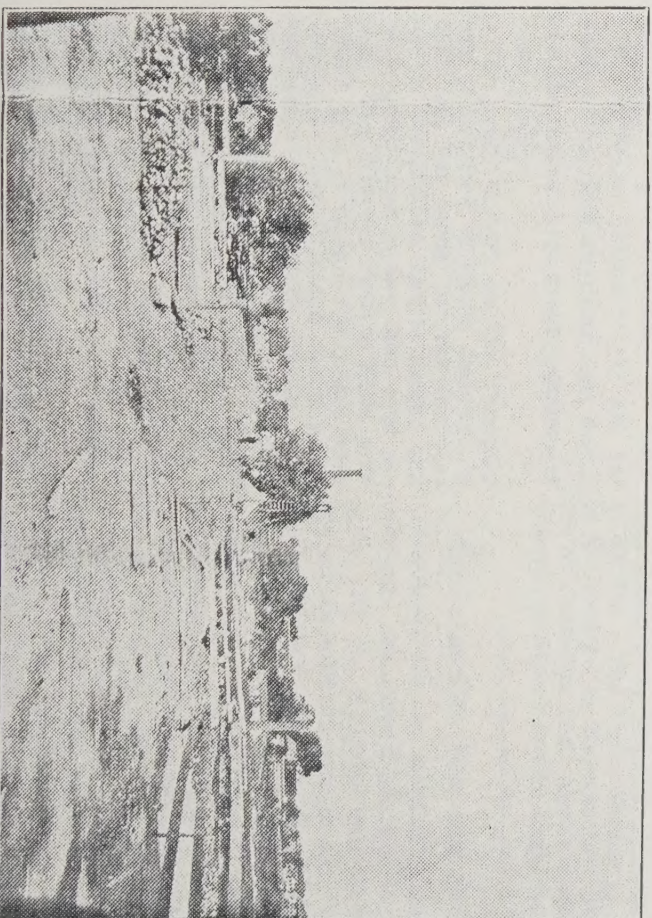
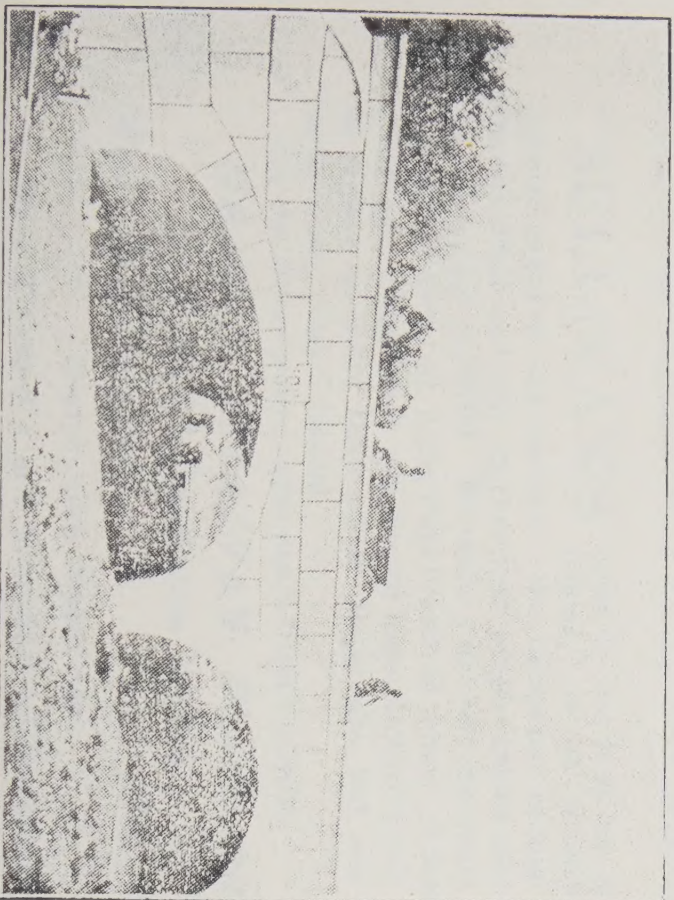
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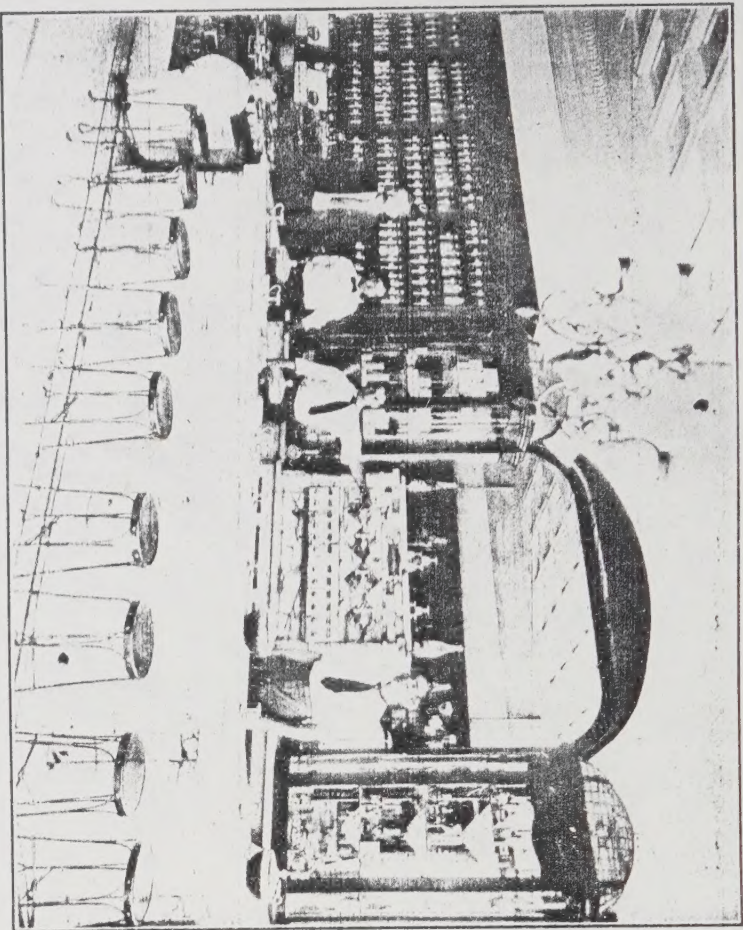
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Corner Broadway and Castleton Avenue.

WEST NEW BRIGHTON, STATEN ISLAND, NEW YORK





CASTLETON IS A BUSY TOWN

Wheels of Industry Constantly Moving and Employment Given to Many Work People.

[From The Advance, July 1, 1911.]

The beginning of the industrial movement in Castleton probably antedates the Revolution and had its rise in the building of boats to reach the mainland and beyond. It is usually spoken of, however, as beginning with the Staten Island Dye Works at what is now West Brighton, in 1813. The following year a silk mill was put up on Jersey street, New Brighton, which ran for many years.

Ship-building as a commercial proposition dates from before the Civil War, when there was a demand for small vessels for use in the oyster trade and lumber business. The shipyards of Staten Island to-day are capable of building anything that floats, and the future holds great promise for them.

The paper factory on the Turnpike was established by Louis DeJonge in 1852 and has made several fortunes for its proprietors, and is larger and more flourishing to-day than ever before. The Windsor Plaster Mills, now owned by J. B. King & Company, were located at New Brighton many years ago, and the product is sold all over the Country. It is a large corporation and gives employment to many hands.

An industry which has long been a specialty of West Brighton is the manufacture of blocks for printing the designs on wall-paper, oilcloth, etc. It has been carried on for many years by John Westbrook, John Bain & Son, and John Macrae.

The C. W. Hunt Company manufactures mining machinery under patents of their own, and send their products all over the civilized world.

The P. J. Brown Carriage Company,

the Empire Silk Label Company, the Waters-Colver Ship-yards, and the McWilliams Ship-yards are also important industries.

Besides these, there are numerous smaller concerns engaged in the manufacture of comb-plates, mineral waters, handkerchiefs, awnings, sails, machinists' tools, electrical appliances, harness, confectionery, boxes, etc. A new laundry has just opened on Castleton avenue, with the latest equipment. The florists do a large and constantly increasing business, and the numerous contractors are part of the progress of the town.

The varied nature of the industries makes them of additional value, because their dull seasons come at different times of the year and the working population are constantly employed at some one or other of the enterprises. It is this feature of the industrial situation that makes Staten Island a desirable place to live in for the working-man with a family. And it is at the same time an inducement to manufacturers to locate here.

One of the results of the old-established industries and a criterion of thrift is the Richmond County Savings Bank, with deposits of more than \$1,200,000. The Corn Exchange bank at St. George is the commercial centre of Castleton and carries many accounts for Staten Island business men.

Linoleumville's Safe and Sane.

Linoleumville is getting ready to celebrate the Fourth of July in regal style. All the societies will turn out, 500 school children, the Polish Society, Slavic Society, Oceanic H. & L., and some more, will form a procession headed by the Milliken band. A grandstand will be erected on Ridgeway's Field, and the exercises will begin at 10 a. m. There will be athletic events, ball games, refreshments, and addresses, with fireworks in the evening. The committee are:

Geo. A. Cullen, chairman; E. Kane, secretary and treasurer; J. E. Abraham, C. Scholes, Fred Cook, Matthew Roy, H. R. Decker, and Chas. Eppel.

“SULLIVAN'S Soda is the best on Staten Island.” is the remark frequently heard at our counter. We make our syrups from

the true fruit and use no chemical preservatives nor artificial coloring material. We make our own ice-cream from the best of material, using Pure Cream in place of lard and other fats which some well-known manufacturers use. Yet we charge no more than other dispensers, but less than most of the “City” dealers.

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Distributing Agent for

Park & Tilford's and Whitman's Chocolates

OPENING OF CASTLETON AVE. JULY 4TH

The opening of Castleton avenue from Columbia street, West Brighton, to Jewett avenue, Port Richmond, on the afternoon of July 4th is certain to be a grand success. The committee in charge of the celebration consists of the following members from the West Brighton Board of Trade and the Port Richmond Civic Association: James T. Rourke (chairman), Francis F. Leman, Edward P. Doyle, John A. Lynch, Louis Axt, N. A. McManus, Charles E. Griffith Jr., Harry Hooker, Anning S. Prall and Charles B. Dullea (Secretary). They are working night and day to make it the greatest event ever.

One of the features of the celebration will be the two parades, one in West Brighton and the other in Port Richmond. The parade in West Brighton will form at the corner of Broadway and Prospect street at 2:30 p. m. and march down Broadway to Henderson avenue, to Davis avenue, to Castleton avenue, to Columbia street, to Post avenue, to Jewett avenue, thence to the Bridge. At 3 o'clock the Port Richmond parade will form at Richmond and Hatfield avenues and march down Richmond avenue to the Terrace, to Columbia street, to Castleton avenue, thence to the Bridge, where they will meet the West Brighton parade at the centre, where the speakers' stand is to be erected.

Among the various Associations which will take part are the following: The West Brighton Board of Trade, Port Richmond Civic Association, the Veteran Firemen's Association, Gardeners' Horse Troop, Richmond Gray Battalion, Ascension Cadets, Presbyterian Cadets of Stapleton, Dutch Reformed Cadets, Richmond County Automobile Club, Friendship and Calumet Councils Jr. O. U. A. M., Grand Chorus of 300 children from Schools 18 and 20, Alaska Baseball Club, Spike Island Association, Letter-Carriers' Organization, Mothers' Club of West Brighton, Mothers' Club of Port Richmond, Leading Manufacturers, Merchants, Professional Men and other Citizens have signified their intention to enter their carriages, trucks, and automobiles in the parade. Participants will be presented with badges and flags. It is earnestly desired that buildings along the line of march be decorated with flags and bunting.

In the evening, a display of fireworks, surpassing anything heretofore seen on the North Shore, will be set off from the Castleton Avenue extension, while a superb band under the auspices of the Park Department will furnish the music.

The committees are as follows: Port Richmond—E. P. Doyle, Frank Foggin, Louis Axt, Chas. E. Griffith, Harry Hooker; West Brighton—J. A. Lynch, F. F. Leman, N. A. McManus, J. T. Rourke, C. B. Dullea.

Press Committee—C. T. Wood, M. J. Kane, Jos. W. Burke, D. B. Van Name, W. J. Browne, E. I. Miller.

Vice-presidents—Hon. Sidney F. Rawson, F. A. Verdon, Hon. Thos. C. Brown, H. P. Morrison, C. E. Griffith Sr., Frank McWilliams, H. J. Sharrett, Geo. H. Waters, Commander Bernard Mullin, Commissioner E. H. Seehusen, A. S. Prall, C. H. Brown, Jas. Burke, J. H. Madden, W. W. Cornell, C. E. Simonson, W. S. Van Chief, F. W. Tompkins, M. J. Hughes, Henry Rohwolt, Henry Meyer, W. B. Schutte, Herman Wissman, Gray B. Sullivan, Dr. N. D. Chapman, W. H. Lynch, Eugene G. Putnam, J. F. Smith, Capt. Wm. C. Braisted, Dr. Fred Coonley, Geo. L. Nichol, T. F. Donovan, James Whitford.

PROGRAMME

Music.....Field Band of Brooklyn
Invocation.....Rev. Philip J. Boylan
Song—"Columbia, the Gem of the Ocean".....Children of schools 18 and 20
under the leadership of Miss Mary T. Caveney and James D. McFadden
Opening Address.....James T. Rourke
Address—"Public Improvements".....Hon. George Cromwell
Address—"Elimination of Old Town Lines".....Hon. Sidney F. Rawson
Address—"The Day We Celebrate".....Francis F. Leman
Address—"The Value of Castleton Avenue as a Main Artery".....Edw'd P. Doyle
Address—"Borough Improvement or Local Improvement".....
.....Hon. Eugene Lamb Richards
Song—"The Star-Spangled Banner".....Children Schools 18 and 20
Address—"Richmond Borough of the Future".....Wm. S. Van Chief
Address—"Safe and Sane Fourth".....Hon. Wm. Fink
Address—"The Law and Street Extension".....James Burke Jr.
Address—"Responsibilities of Public Office".....Hon. Chas. P. Cole
Address—"Civic Pride and Public Spirit".....Henry P. Morrison
Song—"America".....Children of Schools 18 and 20
Benediction.....Rev. Chas. E. Waldron
Selections.....Field Band of Brooklyn

Marshals—Alderman Fink, W. J. Connell Jr., Henry Rowohl.

Decorations by Geo. H. Waters.

Historian, Ira K. Morris.

A MUCH-NEEDED THOROUGHFARE

The Extension of Castleton Avenue and Many Interesting Incidents Before the Same.

[From *The Advance*, July 1, 1911.]

The beginning of a village may be said to have been made in 1813, when Barrett, Tileston and Company bought a few acres of land on the North Shore of Staten Island in the town of Castleton, and after six years' experiment caused the Company to be incorporated under the title of *The New York Dyeing and Printing Establishment*. Mr. Samuel Marsh, one of the Presidents, until his dying day insisted on spelling the fourth word of the title "Dying."

On the land purchased, the concern erected extensive Works and eventually became a considerable power in the industrial world. A number of their employees bought land and built dwelling-houses in the vicinity in which to reside with their families.

In 1835 Colonel Nathan Barrett, for many years the esteemed President of the Establishment, purchased about fifteen acres of land adjacent to the Works and undertook to supply the needs of those desirous of erecting houses by the sale of lots to them. The property dedicated to this purpose was bounded northerly by Union street, east by Broadway, south by High street and the farm of John Bodine, and west by land of Captain John Barker. There were 65 lots, each 30 feet wide and 100 feet long. This property on the map was called *Factoryville*, by which name it had been commonly referred to for some time previously.

Colonel Barrett's map showed lots on a street named *Grove street* running from Broadway west to Richmond street, which later was changed when it became a part of Castleton

Avenue. Noyes P. H. Barrett, who bought adjoining property, continued the street eastwardly to the land of Jane Burger, and she in 1846 continued the same still easterly over her land to the land of Edward Bement.

John Barker, in 1853, continued the street over his land easterly to the Barrett land and adopted the name of *Tompkins Avenue*, which name it first received in 1846 from the map then made on the sale in partition in the Court of Chancery of the property which had been owned by the Estate of John Bodine, and which began on Columbia street and extended east and met the land of Captain Barker.

In 1854, the Highway Commissioners of the Town of Castleton, on the petition of some of the freeholders, laid out a public road sixty feet wide from Columbia street (originally called the Mill Road, because it led to Helliher's Mill at the foot of the same) over the small pieces of land which we have mentioned as being entitled *Tompkins Avenue* and *Grove street*, and over all the territory lying between Columbia street and Jersey street, New Brighton, and called the same *Castleton Avenue*, which name it bears to-day. It had no legal existence as a highway until it was declared so by the Highway Commissioners.

Most of the new portion of the route was through a picturesque and beautiful country which seemed to have a prospect in the not distant future of becoming a fine place for residential purposes and here and there for business purposes. The term *Factoryville* ceased to be used, and we believe, that at the suggestion of our late most worthy citizen Mr. George Francis Shaw, the more euphonious name of *West New Brighton* was adopted and the name of the Post Office changed to that title.

In the year 1889, when the village of *New Brighton* had been created, a few

public-spirited individuals conceived the idea of extending *Castleton Avenue* across Columbia street and the *Water Works* property in a direct line to the village of *Port Richmond*. A petition was presented to the Board asking such extension. On its becoming known that the movement was on foot the *Water Works Company* had a remonstrance prepared and circulated among the property-owners of the neighborhood who were likely to be assessed to pay the expenses. There appears to have been a very unanimous sentiment among these people on the subject, and so they joined the opposition.

It had been arranged by the friends of the project with the Trustees of the Village of *Port Richmond* that that body would pass an ordinance continuing *Castleton Avenue* across the territory which was within its village limits and ending at the easterly line of *Jewett Avenue*. But this arrangement proved of no service, because the *New Brighton* trustees refused to act in conjunction.

Many persons were of opinion that the trustees of the village of *New Brighton* failed in their duty when they allowed the economical views of the neighbors merely to sway them and defeat what promised to be a great public benefit. It was believed that the trustees should have ignored the views of the property-owners and ascertained the interests of the great outside public which was to be served, and that these should have prevailed.

And so the matter remained for nearly twenty years, when a few residents headed by Mr. James T. Rourke began, and for three years persistently continued, a strong agitation which culminated in the passing of a resolution by the authorities of the great city to continue the avenue into *Port Richmond*. Much delay was

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